

Sunday March 19, 1944
Target---PAS de CALAIS FRANCE
Bomb load...12-500lb.
TD-1225 ETA-1630

We had been looking forward to this day and it finally came. We went on our first mission. Today is also my birthday and the army gave me a present which I wont forget for a long time.

Missions like todays are known as "milk runs" because they are supposed to be easy. I would like to have 24 more missions like todays.

We went after some rocket installations. They din't tells us what the jerris used them for. WE din't see any fighters but the flack was fairly accurate, we had 21 holes in our ship.

Our glamour boy co-pilot, Barker, remarked that the krauts were pretty poor shots they dintt knock any of us down and we were only 20,000ft.up.

Wednesday March 22, 1944
Target....BERLIN,GERMANY
Bomb load...12-500lb. incendiaries
TD-o800 ETA-1615

We went on a long haul today right to the big "B".We din't have any trouble with fighters but the flack was rathe heavy. We saw two of them go down we saw five chutes come out of one of them. The other broke in two right in the waist , must have been a direct hit.We had a little scare on the way back, four P51. came in on our tail and Chuck and I were ready to start blazing away they look a lot like ME-109s.

This was the fifth raid on Berlin and our group hasn't missed one yet. The 95th. made the first raid on Berlin alone March 4.

We were "tail end Charlie" again today in "Purple Heart Corner"

Monday March 27
Target---Bordeaux France
Bonb load...8 sticks Frag. 20-100lbs
TD-0930 ETA-1830

We got in our third one in today. It was a long trip, 9 hours, but outside of that it was O.K. We thought for a while they were going to scub it because of the weather. We were supposed to take off at 8 but we didn't take off until 9:30. We had perfect fighter protection and we were sure glad to see them all the way. We didn't meet any fighters until we reached the target but they were quickly disposed of by the P.38. One 38 went down, the flack was moder-ate and we also had some flack from some memdant ships which were lying off the coast. We gave them a few short bursts. Connors didn't go with us because of his ears. Blue flag tonight and there probably won't be a mission tomorrow. Thats one less airfield for the jerries.

Tuesday July 11, 1944
Target...MUNICH, Germany
Bomb load...4-500lb, 2- smoke bombs
TD.-0745 ETA-1750

After a week of lying around they decided to send us on another mission A deep penetration to Munich. It seems thats were they have a factory making "Doodle Bugs" (V-1).

The 8th. and the 15th. from Italy gave it a good going over and I hope we did some damage. Those bugs are a pain in the neck when youre on pass in London.

Saturday April 1, 1944
Target...DUSELDORF, Germany
Bomb load...32-sticks of frags
TD-0420 ETA-0835

Today was April Fools day and we sure got fooled. WE went in all the way to Belgium, $\frac{1}{2}$ half hour away from our target and we had to turn back. We did get credit for the mission. We didn't get much rest as we were up at 0130 and thats a bit early when you go to bed at 0100.

The red flag is allready up for tomorow but there is a good chance of the mission being scrubbed as the wheather id closing in.

Wednesday April 19, 1944
Target...WERL, Germany
Bomb load...20-250lb.
TD-0840 ETA-1445

We got in our tenth mission in today and if we keep it up at this rate it wont be long before we will be back home. If the rest of the raids are as easy as todays we wont have any complains. We raided another air field and a lot of hits were scored. Our fighter support was perfect as there were plenty of fighter sweeps today., as a result there were a lot of fighters around at alltimes.

Wednesday April 26, 1944
Target...BRUNSWICK, Germany
Bomb load...12-500lbs
TD-0415 ETA-1140

Another one of those sleepless nights before a mission. We were up at 1245 some of us hadn't even gone to bed as we were still playing cards until then. The mission wasn't too bad we bombed PFF and we were in the No. 2 spot in the lead squadron. There was 10/10 visibility and we weren't bothered by fighters. Our fighter support was also good.

Monday Aprli

Monday April 10, 1944
Target Reims

Monday April 10, 1944
Target...Reims, France
Bomb load...30-100lbs. -5-sticks inc.
Td-0530 ETA-1210

Another airfield today this one just outside of Reims. We flew over Paris and got some of that famous Parisien flack, the red kind.

We had one fighter attack and one plane from our high squadron was hit and caught fire. Before it explod six men bailed out. They will have a fairly good chance of getting picked up by the underground as they fell near a wooded area.

We had a real supper tonight as we had steak. Another convoy must have come in. We were getting tired of the C-rations.

Friday May 12, 1944
Target...BRUX, Czechoslovakia
Bomb load...4-500lb, 2-smoke bombs

Another long haul today and for some of the groups a rough one. Lots of fighters all the way in but they were hitting the wing behind us the 45th. B.W. The 96th. BG. never reached the target. Out of 18 ships two came back, two aborted fourteen were shot down and two came back due to fighter attacks. We only lost two ships and the 100th. BG. lost five.

We went after a synthetic oil plant which the krauts had been building for the past five years. By the looks of the fires we must have gotten a few good hits on it. Latest rumor has it that we lost over sixty bombers on todays raids. We will see what the Calais radio has to report tonight, they will probably double that number.

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Thursday April 13, 1944
Target...AUGSBURG, Germany
Bomb load...12-500lb.
TD-0520 ETA-1320

We went on another one of those rough babies today. We never saw so much accurate flack-too accurate to suit us. We got a couple of good hits right over the target and we thought we might have had to head for Switzerland. No. 3 engine got hit and our interphone also got hit, the top of our vertical stabilizer had a hole in it big enough for a truck to go through. Two ships from our high squadron got hit and they headed for Switzerland. Some ME-109s started for our group but they never reached us our escort was right on the ball and went after them.

When we were in France North of Paris we were hit again. This time it was our No.4 engine and we had to fall behind. We had some anxious moments until a P-47 and a P-38 caught up with us and mothered us home. We made the field O.K. and we are getting a five day pass to rest up on.

Wednesday May 24, 1944
Target...BERLIN, Germany
Bomb load... 4-500lbs. 2-smoke bombs
TD-0430 ETA-1415

The old story again today, Berlin We followed the old groove, up the channel out across the North Sea over Denmark and through the back door to Berlin.

We saw a few fighters on the way in but we weren't bothered. The flack was heavy as usual and two planes went down over the city.

On the way back we got hit by Heligoland and we lost one more plane, we got two holes in our left wing and we lost No.1 engine.

Col. Mumford flew with us again he has flown with us on most of our Berlin missions.

We are leaving the 96th. earlier in the evening to fly with our group due to the fact that too many jerries were coming over trying to get the PFF ships as they were taking off.

Tuesday April 11, 1944
Target...ROSTOK, GERMANY
Bomb load...12-500lb.
TD-0700 ETA-1700

As the limeys say "We had it" Today was the worst raid we have had to date, and as far as we are concerned its the worst raid we want to have. We had plenty of flack and plenty of fighters.

Our original target was Posen, Poland but because of the weather we couldn't bomb visually. Our secondary target was Rostok so we headed for it.

We never rendezvoused with our fighter escort and the jerries must have known because they had one of our captured B-17s flying off at a distance and radioing all the information down to the ground. First we were hit by rocket firing JU88s and ME-210. They made one pass at our group and then went after the 100th. B.G. below us. They got two ships, five chutes came out of one plane the other caught on fire.

About ten minutes latter we were hit by FW-190s, they made two passes at us. The first head on from their favorite spot about 11 o'clock high. McFees ship got one on that pass. Mullins got him from the top turret, only after the No. 3 engine had been hit. Their second pass came from 5 to 7 o'clock low. I started to fire at the lead two when they were still out of range at about 1400yds. before I realized what I was doing. I stopped firing and waited until they had come in to about 800yds. then I started again I let the wing man have a long burst and his left wing tore off at the roots he fell below us and Bob said he exploded. Bob got one and his caught fire. We lost one plane on that attack Hendersens crew.

We were attacked again by FW-190 and ME-109s. right over the target. There were about 50 of them and they came thru three times getting the lead ship on one pass and Berrys ship on the second pass.

They continued after the formation behind us and got four planes. During this attack we saw six fighters go down.

On this attack they mauled us a bit too, getting our no.2 engine and our landing gear as we found out when we couldn't get it down and had to crash land. Pat did a swell job of it with only a few scratches for Connors when he tried to beat Root out of the ship. McFee didn't quite make it to the base he had to land at the emergency strip near Ipswich Miller was hit in the arm.

I hope raids like todays are far and few between.

Wednesday April 12, 1944

Target...Leipzig, Germany (Recall)
Bomb load...10-500lb. dem. 2-500lb. inc.
TD.0820 ETA-1225

Another day and another mission. We started to go to Leipzig but after we got into France and floundered around a while we got a recall due to the weather. We were supposed to hit a plant making synthetic oil, I guess we will have to go after it some other time.

We had to drop from 23,000ft. to 12,000ft. because of the con trails. It was 380 below and Leaver got a little frost bite on his hand.

This was the seventh morning in a row we were alerted and the fourth raid out of the seven alerts. We are due for a rest.

Saturday April 8, 1944

Target...Rhiene, Germany
Bomb load...30-100lb. 5 incendiaries
TD-0620 ETA-1150

It took a long time to get our fifth mission in but we finally did it. This was our third time we were flying as a spare, and Pat decided to go along even if no ships aborted. He got hell when we landed for not turning back when he was told to but it was worth it to get the mission in.

We went after an air field and we had wonderful fighter support. We only lost one plane due to flack but all ten men bailed out.

Saturday April 22, 1944

Target...HAMM, Germany
Bomb load...20-clusters incendiar

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Target...HAMM, Germany
Bomb load...20-incendiaries 4-500lbs
TD-1615 ETA-2230

Its nearly 12:30 and we just got back from one at 10:30. It wasn't too bad with the flack but we did get hit by fighters. As usual we got hit when our escort wasn't with us. They made two passes at us and got four ships, Bob got an FW-190 on the first pass.

It was getting dark when we started back and they followed us getting in with some of the formations. Coming over the channel the limeys were firing at everybody because of the jerries being mixed up in our formations and the IFF wasn't cheking on their screens. According to rumors they shot down four fighters and six bombers. One of our 17s. is reported to be one of the six bombers. Our ground defenses shot down one JU-88 right at the edge of our field.

German transportation facilities got quite a setback today. The yards we hit today used to handle 10,000 cars daily and interrogation said a lot of hits were recorded on the target.

Sunday May 12 1944
Target...DESSAU, Germany
Bomb load...4-500lb. 2- smoke bombs
TD-1030 ETA- 1850

WE were alerted at 2300 and when we got down to briefing they send us back to stand by. We were finally alerted at 0500 and we took off at 1030.

WE took the route right through the fighter belts and we certainly met up with the Luftwaffe. Between Magdeburg and Dessau we were hit by about 75 to 100 single engine fighters and they got four planes on their first pass, there were about 30 P-51 on their tails and they didn't come back.

We were hit again right over the target right after bombs away by about 40 FW-190s. This time they came right through their own flack. They made two passes at us both from the tail. Chuck got one the first time and I got one the second time. He came in from 6:30 high and I fired when he was about 800 yards away, he exploded when he was about 400yds. away. Bob also got one his caught fire and we saw him going down.

By today's show it didn't seem as if the Luftwaffe was dead.

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Wednesday July 12, 1944
Target...MUNICH, Germany
Bomb load...4-500lb. 2-smoke bombs
TD-0815 ETA-1745

Same story as yesterday we went to Munich again. The 15th. also came up from Italy and Munich got another going over.

The flack was heavier than yesterday and we lost two planes. No jerries came near us as we had wonderful fighter support. Our escort was as thick as flies around honey.

Wednesday July 19, 1944
Target...SCHWEINFURT Germany
Bomb load...4-500lb. 2-smoke bombs
TD-0810 ETA-1620

After another week of resting up we finally flew, this was the last time we will ever have to fly any more combat missions against the jerries as we completed our tour today.

We didn't lose any ships and it was a good way to finish up. A few months back this was a very rough target.

It sure is a relief finishing up. No more worries about flying and no more staying awake nights waiting for the C.Q. to come around to alert you. The only worry we have now is when we will be sent home.

Thursday June 29, 1944
Target...Leipzig, Germany
Bomb load...4-500lb. 2-smoke bombs
TD-0820 ETA-1720

Another one today, we didn't expect to go on any missions for a few days. But they got us up in the middle of the night and we went on one. We had not even gone to bed as we were still playing cards until one o'clock when they called us out.

We were briefed for this one a few times before but something always happened and we never made the trip. What a trip it was too. Pat pulled a boner for the first time since we have been flying. It isn't bad enough going over a target once but he has to go over it three times.

We went over it the first time but the 100 B.G. was right below us so Jim didn't drop the bombs. We made a 360 and came around again, this time the run was too short, so around we went again. It's a wonder we didn't have any mid air collisions with all the other groups coming off of their runs. This time Jim dropped the bombs and every one let out a sigh of relief.

All the ships got hell shot of them and it's a wonder we didn't lose any. We had a few large holes in the ship and Pete could have sworn he saw the proverbial kitchen sink go through the radio room by the size of the hole it made.

Tuesday July 4, 1944
Target...Tactical Support #13
Bomb load...4-500lb. 2-smoke bombs
TD-0450 ETA1120

Today was July 4th. and we went out to help in the celebration by knocking down a few bridges.

We were playing cards until 0100, and as its been the case the last few nites I was looding again. Leaver and I decided to do a little celebrating so we got out our .45sand we went out and emtied two clips before we were warned that the C.O. was on the war path. We got into bed and no sooner were the lights out but who comes in but our buddy the C.Q. looking for Martins crew. It turned out to be an easy mission so we didn't mind flying without any sleep.

Sunday May 7, 1944
Target...BERLIN, Germany
Bomb load...4-500lb. 2-smoke bombs
TD.-0345 ETA-1330

We went to Berlin again today this was our first trip as a path-finder. We started out as deputy lead but the lead ship aborted and we took over. There was plenty of flack but old Root and Tony got us by it O.K.

It was strictly a "Mickey" job of bombing and we had to go up to 27,000ft. to get over the overcast. It was also a cold day one of the coldest we have had 52 below.

We had good fighter escort and we didn't see any jerries partly because of the overcast.

A lot of the boys were sick today including Root, Chuck, Ham and myself. It must have been the breakfast we had which included grapefruit juice and hot cakes which we never have when we fly a mission. I trew up twice and the second time I passed out and Leaver came back and fixed me up.

Hagenbaughs crew took off by themselves when we were in sight of the channel he claimed he had wounded men aboard but the fact was they only had a case of the old fashioned G.Is.